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in less than ten pages of generalizations that contribute in a very small degree to an understanding of the country. The value of this chapter and the book in general may be indicated by the following quotation given as the serious opinion of the author: "Within the limits of practical possibilities, the climate of Paraguay realizes the conditions of an ideal climate."

*Brazil Today and Tomorrow*, by the Editor of the *Pan American Magazine*, is a beautifully bound, finely illustrated and glowing account of the greatest South American Republic. As a general account of the country—its geography, its history, its people, its industries, its commerce—it has much to commend it, but it very plainly has the common fault of over praise. The book is written to please, and whatever is unpleasant is ignored or glossed over. In spite of this, however, the book is an excellent account of what is bound to be, in influence as well as in area, one of the great nations of the world.

*The Andes of Southern Peru* by Dr. Isaiah Bowman, Director of the American Geographical Society, belongs to a distinctly different class from most books that we have on South America. It represents the original, pioneer work of a professional geographer, seeking to describe and to explain the racial, social and economic life of the region it treats. There are two parts to the book—the geographic and the physiographic. The latter is more particularly for the specialist, but the former is for all who are interested in the great problem of the influence of environment on life. Here the reader will find accounts of the rubber forests, the montaña, plateau and the coastal desert that not only give a fascinating picture of land and life of Peru, but an interpretation and explanation of the facts that makes the book one of the most important contributions to human geography. If one wishes to know the kind of problems upon which the modern geographer is at work, let him read the chapter on The Geographic Basis of Revolutions and Human Character in the Peruvian Andes. The originality of thought and content, the brilliancy of style, the many original maps and diagrams, the wonderfully beautiful half-tone illustrations, all combine to make this work a noteworthy contribution to geographic science and to our knowledge of Peru. The student of any of the social sciences will read with profit Part 1 of this unusual book.

G. B. ROORBACH.

*University of Pennsylvania.*

#### INSURANCE

HARDY, CARLOS S. *Fraternal Insurance Law*. Pp. 254. Price, \$3.50. Los Angeles, 519 Trust and Savings Bldg.: published by the author, 1916.

A concise but comprehensive survey of the essentials, organization, contracts and state control of fraternal societies. Little criticism can be made of the contents of the volume as a handbook of fraternal society law, but it might have been expected, in view of the inclusion in the title of the word "insurance," that the book would have been arranged with especial consideration of the insurance phase of the subject. In view of the present predominant importance of the fraternal insurance feature a somewhat extended discussion of the recent developments and the present status of members would not be out of place.

The author has in general succeeded in his task of presenting fraternal law in

the form of rules free from technical language, but it is doubtful whether any considerable number of society members will grasp the import of the proposed readjustment of fraternal insurance from the appendix on legislation. It is unfortunate that the proof reading was not more carefully done, misspelled words being apparent throughout, with some grammatical errors and meaningless sentences interspersed. This is inexcusable in a book selling at this price. The non-technical and concise presentation of the subject is to be highly commended, as well as the serviceable arrangement of case citations.

R. R.

#### MANUFACTURING INDUSTRY

WAGNER, FREDERICK H. *Coal and Coke*. Pp. xii, 431. Price, \$4.00. New York: McGraw-Hill Book Company, 1916.

Mr. Wagner's first object is to present data relating to the carbonization of coal, with special emphasis upon the production of coal gas. This naturally includes a technical study of the oxidation and spontaneous combustion of coal, the difference between coking and gas coals, the methods of analyzing coal, and the preparation and storage of coal. All of this leads finally to a discussion of carbonization, the various methods by which coke is made, and the ovens and other apparatus used in its production.

Apart from its value to the student of coal gas manufacture, this book undoubtedly contributes somewhat to the very scanty literature relating to the production and handling of coke, although it seems to be a compilation of the more recent literature on the subject. It is to be regretted that a much larger space has not been given to by-product coke, since public interest in it has been so keenly aroused during the past three years, and there is so little available literature pertaining to it.

Many excellent cuts and plates throughout the book offset, to a certain degree, the brief treatment of most of the topics. A close student in this field would find it necessary to consult the original sources from which the author, with the apparent idea of presenting primarily a review of each topic, has drawn. The limited list of references indicates the wide field open for careful comprehensive studies of this industry, from an economic as well as from a technical standpoint. As a whole this work, though inadequate, partially fills a great need for a reference book on coal gas manufacture and by-product coke.

S. W. TATOR.

*University of Pennsylvania.*

#### TRANSPORTATION

JACKMAN, W. T. *Transportation in Modern England*. 2 vols. Pp. xxii, 820. Price, \$7.25. New York: G. P. Putnam's Sons, 1916.

These two volumes cover the history of transportation in England from the end of the fifteenth century to 1850, there being an introductory chapter giving a sketch of road construction from the Roman occupation to the fifteenth century. The author's reasons for not bringing his work beyond 1850 (except as regards the history of canals) are that we are still too near the introduction of the bicycle, the